

AMENDMENT BY RIDLEY-THOMAS, FASANA AND ANTONOVICH TO ITEM 10

Metro Long Range Transportation Plan (LRTP)
Regional Rationality and Equity

The citizens of Los Angeles County expect a Long Range Transportation Plan which provides regional rationality and equity with an appropriate balance of projects and priorities.

The Gold Line Foothill Extension is defined by State law (AB 2321-Feuer; SB 1847-Schiff) and Measure R as extending from the current terminus in Pasadena to the City of Claremont/County line. As such, a funding gap in the project budget exists.

The Crenshaw/LAX Transit Corridor budget is currently \$1.715 billion. Metro has conducted an extensive outreach process. The community has identified several serious concerns regarding public safety and economic impacts. In order to mitigate these serious issues, additional funds will be required.

The Highway Element is an essential part of the 2009 LRTP. Local communities have identified the need to improve the I-5 freeway from the I-605 to the I-710 freeway, the I-710 from the Ports of Los Angeles and Long Beach, and the I-5 freeway from SR-14 to the Kern County Line in order to accommodate economically necessary goods movement and public mobility.

We, therefore, move that the Metro Board amend the 2009 LRTP as follows:

1. As a first priority, pursue other potential funding sources, excluding Federal New Starts, which are not currently included in the 2009 LRTP, to be programmed to close the funding gaps on the Gold Line Foothill Extension and Crenshaw/LAX Transit Corridor. This evaluation shall include, but not be limited to, the following possible sources:
 - a) New cost estimates, to reflect current construction market savings
 - b) Acceleration of projects, to reduce overhead and carry-costs, including possible use of bonding and borrowing against future sales tax revenues
 - c) Benefit Assessment Districts, to capture the tax increment created by Metro investments
 - d) Parking revenues, captured through a Strategic Parking Plan
 - e) Public/Private Partnerships, to access additional capital
 - f) Federal Re-authorization, Federal Climate Change Transit Funds, Federal Stimulus Funds, and other Federal and State funds
 - g) Provide a status report at the January Board meeting

H) In addition, Metro shall endeavor to indentify and obtain additional funding from all feasible sources for all other underfunded projects in the 2009 LRTP, including the Westside Subway Extension

2. Metro will commit to operating the Gold Line Foothill Extension should Phase 2A open prior to 2017, and Metro will make every effort to assist the Construction Authority in its efforts to open Phase 2A prior to 2017 within the proposed LRTP cash flow for the project. Metro will also commit to operating Phase 2B when it opens, per state law (SB 1847-Schiff).

3. Metro shall not take or reallocate the portion of Measure R funding which was specifically approved by the voters for bus system improvements and operations.

4. Evaluate the potential for funding in the 2009 LRTP to close the gap in the I-5 freeway from the I-605 to I-710, and report back in January and quarterly to the Board. Staff should consult with the Gateway Cities COG, the I-5 JPA, Caltrans and OCTA.

5. Evaluate the potential for allocating \$1 billion from the unallocated funds, other than transit funds, available beginning in 2031 in the 2009 LRTP to the I-5 freeway truck/HOV lane expansion from SR-14 north to the Kern County Line, and report back to the Board. Staff should consult with the Golden State Gateway Coalition, North County Transportation Coalition, the City of Santa Clarita, the County of Los Angeles, and Caltrans.